 National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION		NTSB ID: ANC98LA018		Aircraft Registration Number: N9316F	
		Occurrence Date: 01/30/1998		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place PORT HEIDEN	State AK	Zip Code 99549	Local Time 1700	Time Zone AST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 1		Direction From Airport: 220	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208A		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On January 30, 1998, at 1700 Alaska standard time, a Cessna 208A airplane, N9316F, was destroyed when it impacted frozen tundra, about one mile southwest of the Port Heiden Airport, Port Heiden, Alaska. The airline transport pilot received minor injuries. The airplane was operated by Peninsula Airways, Inc., of Anchorage, Alaska. The flight departed at 1700, and was conducted under 14 CFR Part 135 as a nonscheduled cargo flight from Port Heiden southbound to Chignik, Alaska.</p> <p>During a telephone interview with the NTSB investigator-in-charge (IIC) at 1700 on February 3, 1998, the pilot reported departing in visual meteorological conditions of three to four miles visibility with high ceilings. He stated the airplane encountered freezing rain about five miles south of the airport while in cruise at 1,200 feet msl, and rapidly accumulated ice on the airframe, wings, and windshield. The pilot said he initially changed altitude in an attempt to exit the icing conditions. Ice accumulation continued, so he elected to return to Port Heiden. While maneuvering to land at the airport, the airplane was unable to maintain altitude while at full engine power. The pilot related that any angle of bank resulted in the onset of prestall buffet. He stated that he decided to land on a frozen lake south of the airport. He said that the airplane did not reach the lake, "mushed into the ground," and that when he attempted to flare to land, the left wing stalled.</p> <p>He said the airplane was not equipped with deice boots, nor propeller anti-ice. It was equipped with an electrically heated windshield, which the pilot indicated was melting ice into slush. The pilot noted that he was unable to see through the windshield. Postaccident testing of the electric windshield heat revealed no discrepancies.</p> <p>Photographs taken immediately after the accident, and postaccident inspection by two FAA inspectors on February 4, 1998, revealed a 1/2 inch layer of clear ice covering all the upper and lower airfoil surfaces of the airplane, from leading edges to between 1/3 and 1/2 of the chords. All antennas were coated with approximately 1/2 inch of clear ice.</p> <p>No terminal weather forecast is available for Port Heiden. The Area Forecast valid for the time of the accident did not include freezing precipitation.</p> <p>Weather observations for Port Heiden are obtained from a part-time certified weather observer under contract to the National Weather Service (NWS). This individual has calibrated observation instruments which are contractually required to be located at the airport. After recording the weather, the observer sends the information via modem to the NWS. This weather is then available to anyone with access to NWS data, normally within five minutes of the observation.</p> <p>The 1553 NWS data base observation indicates light snow. Light snow is not entered on the observer's "Surface Weather Observations (Metar/Speci)" form at 1545.</p>					
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## FACTUAL REPORT

AVIATION

NTSB ID: ANC98LA018

Occurrence Date: 01/30/1998

Occurrence Type: Accident

## Narrative (Continued)

The weather observation for Port Heiden, entered into the NWS data base at 1653 was: visibility of one mile in -SN (light snow), vertical visibility of 100 feet, temperature minus 7 degrees C. The observation entered on the observer's "Surface Weather Observations (Metar/Speci)" form at 1645, submitted to the NWS, indicated -SNFZDL (light snow and freezing drizzle), and a vertical visibility of 200 feet.

The observer's "Surface Weather Observations (Metar/Speci)" form contains an entry for a SPECI (special observation) at 1705 of one mile visibility, light snow and freezing drizzle, and a vertical visibility of 100 feet. No special observation is in the NWS data base. The next recorded observation is at 1945.


The pilot stated the departure weather was high ceilings, three miles visibility, and light precipitation. The station manager who helped load the airplane, stated the weather at the time of departure (1650) was 600 to 700 feet overcast, 3 to 4 miles visibility, and light precipitation. Both of these individuals said they observed the weather observer depart the airport about 1630. The station manager told two FAA inspectors that the weather observer did not return to the airport until about 1715.


The observer told these FAA inspectors that he took weather observations from his home, about five miles south of the airport, and that he had the equipment there to do so. A review of the NWS contract for this station indicated the required calibrated equipment is located at the observer's office at the airport.


Interviews with NWS managers revealed that weather observations are not valid if not taken from the specified geographic location.

On the date of the accident, the 37th edition of the Kodiak VFR sectional chart, valid until February 28, 1998, depicted an automated weather observation station (AWOS-3) to be available at Port Heiden on frequency 124.4 Mhz. Interviews between the NTSB investigator and both NWS managers and company pilots revealed that this station was not commissioned. Weather information was not available on this frequency, nor had it ever been. The 38th edition of this chart did not depict this AWOS-3 station.

14 CFR 135.213 states in part, "(a) Whenever a person operating an aircraft under this part is required to use a weather report..., that person shall use that of the U.S. National Weather Service, or a source approved by the National Weather Service... However... the pilot in command may, if such a report is unavailable, use ... that pilot's own observations... ."

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		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name PORT HEIDEN	Airport ID: PTH	Airport Elevation 86 Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: Forced Landing; Traffic Pattern					
Aircraft Information					
Aircraft Manufacturer Cessna		Model/Series 208A		Serial Number 208-00011	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tricycle					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt. 7000 LBS	Number of Engines: 1		
Engine Type: Turbo Prop	Engine Manufacturer: P&W	Model/Series: PT-6A	Rated Power: 500 HP		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 01/22/1998	Time Since Last Inspection 29 Hours	Airframe Total Time 13478 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner  PENINSULA AIRWAYS, INC.		Street Address 6100 BOEING AVE			
		City ANCHORAGE	State AK	Zip Code 99502	
Operator of Aircraft  Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As: PENAIR			Operator Designator Code: PNSA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Commuter Air Carrier; On-demand Air Taxi					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter					
Type of Flight Operation Conducted: Unknown					
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<b>First Pilot Information</b>																																																																																				
Name		City		State	Date of Birth	Age																																																																														
On File		On File		On File	On File	47																																																																														
Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot		Certificate Number: On File																																																																																
Certificate(s): Airline Transport; Commercial																																																																																				
Airplane Rating(s): Multi-engine Land; Multi-engine Sea; Single-engine Land																																																																																				
Rotorcraft/Glider/LTA: None																																																																																				
Instrument Rating(s): Airplane																																																																																				
Instructor Rating(s): None																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft?				Current Biennial Flight Review?																																																																																
Medical Cert.: Class 1		Medical Cert. Status: Valid Medical--w/ waivers/lim.		Date of Last Medical Exam: 09/05/1997																																																																																
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>15000</td> <td>4500</td> <td>11500</td> <td>3500</td> <td>1500</td> <td>1500</td> <td>100</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>14800</td> <td>4450</td> <td>11400</td> <td>3400</td> <td>1450</td> <td>1500</td> <td>100</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>226</td> <td>118</td> <td>185</td> <td>41</td> <td>18</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>75</td> <td>39</td> <td>64</td> <td>11</td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>4</td> <td>4</td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	15000	4500	11500	3500	1500	1500	100				Pilot In Command(PIC)	14800	4450	11400	3400	1450	1500	100				Instructor											Last 90 Days	226	118	185	41	18						Last 30 Days	75	39	64	11	6						Last 24 Hours	4	4	4							
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No		Second Pilot? No																																																																														
<b>Flight Plan/Itinerary</b>																																																																																				
Type of Flight Plan Filed: Company VFR																																																																																				
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																															
PORT HEIDEN		AK	PTH	1650	AST																																																																															
Destination		State	Airport Identifier																																																																																	
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Type of Clearance: None																																																																																				
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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast		1500 Ft. AGL		Visibility: 3 SM	Altimeter: "Hg
Temperature: -7 °C	Dew Point: °C	Wind Direction: 260			Density Altitude: Ft.
Wind Speed: 6	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Heavy			
Restrictions to Visibility:					
Type of Precipitation: Freezing Rain					


<b>Accident Information</b>					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -			1		1
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	1		1

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<b>Administrative Information</b>		
Investigator-In-Charge (IIC) MATTHEW L. THOMAS		
Additional Persons Participating in This Accident/Incident Investigation:  ALICE L GOMMOLL FAA FSDO; 4510 W. INTL AIRPORT ANCHORAGE, AK 99502  FRANK L MCGARR FAA FSDO; 4510 W. INTL AIRPORT ANCHORAGE, AK 99502  TERRY A BATEMAN FAA FSDO; 4510 W. INTL AIRPORT ANCHORAGE, AK 99502		
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